# Stocks of Cotton-Carrying Roads Benefited by Big Crop Reports

# TRANSPORT

Southern and Southwestern Railway Most Active.

## THE GRANGERS SIDETRACKED

Advances in Cotton Belt Stocks Rang From Full Point to Several Fractions Below.

NEW YORK, Aug. 4.- The whole stoc market with exception of Metropolita Street Railway opened stronger, by active only in spots. The influence the regular Southern Railway preferre and Erie first preferred dividends, coupl evident throughout the list. Stocks Southern roads are the leaders and de-

The feature of the stock market has stocks of the properties most directly affected by the brilliant prospects of the cotton crop. The Southern and South-western Railway shares developed the most strength and activity. Texas and Louis Southwestern 1/8, Louisville and

Louis Southwestern %, Louisville and Nashville %, and Southern Railway issues nearly a point. The advance in the Gould Southwestern stocks sympathetically benefited Wabash preferred, which rose over a point, St. Louis and San Francisco second preferred was 1% per cent higher, and Fort Scott preferred continued strong.

The indirect benefit to the cotton seed and cotton oil industries involved in a bumper cotton crop, stimulated buying of American Cotton Oil, which rose 2% per cent. The buoyancy of the stocks of the cotton carrying roads strengthened the general railroad list, which, however, was only moderately active. The industrial group as a rule received little attention and showed no important change.

Sales—Washington Street Railway pre-terred—10:662½, 10:662½, 50:662½. Mergenthaler—5:6175%, 5:6175%, 5:6175%, 10:175%, 10:0175%, 10:0175½, 10:00 75%, 3:0175%, 10:0175%, 10:00 After call—Lanston—10:000%. GOVERNMENT BONDS

| Bid.                                                          | Asked |
|---------------------------------------------------------------|-------|
| U. S. 28, R. 1930 104 %                                       | 105   |
| U. S. 2s. C. 1930 104 %                                       | 105   |
| U. S. 3s, R. 1908 1042                                        | 105   |
| U. S. 3s, C. 1908                                             | 1053  |
| U. S. 4s, C. 1907                                             | 1063  |
| U. S. 4s. R. 1925 131                                         | 132   |
| U. S. 4s, C. 1927                                             | 132   |
| D C. 3,658, 1924                                              |       |
| Phil. Land 4s113                                              | 1000  |
| RAILROAD BONDS.                                               |       |
| Capital Traction R. R. 4s 176                                 | 108   |
| Met. St. R. R. 58, 1925 116.4                                 | 118   |
| Met. R. R. Cert, Indebtedness A., 100                         | ***   |
| Met. R. R. Cert, indebtedness B. 100                          | 107   |
| Columbia R. R. 6s, 1914 117                                   | 121   |
| Columbia R. R. 2d mort. 5s 105<br>Wash. Street Railway 4s 79% | 81    |
|                                                               |       |
| MISCELLANEOUS.                                                |       |
| Wash, Gas Co., ser. A, 6s 1902-27, 103                        | ***   |
| Wash, Gos Co., ser. B, 6s 1904-27, 133<br>Washington Gas cert | 121   |
| U. S. Elec. Light, Deb. Imp. 1902 133                         |       |
| U. S. Elec. Light Cert. indebt 101                            |       |
| Ches. & Pot. Tel. Co. 5s 104                                  | 106   |
| Wash, Market Co., 1st 6s, 1892 1);                            | ***   |
| SAFE DEPOSIT AND TRUST STOC                                   | KS.   |
| National Safe Deposit & Trust 150                             | 152   |
| American Security & Trust 194                                 | 77    |
| Union Trust & Storage 101 %                                   | #11   |
| Washington Savings Bank 103%                                  | 110   |
| RAILROAD STOCKS.                                              |       |
| Capital Traction Co 123                                       | 125   |

| RAIDROAD STOCKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Capital Traction Co 123                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1253 |
| Washington Street Railway com 15                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |      |
| NATIONAL BANK STOCKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ***  |
| Bank of Washington 491                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 512  |
| Metropolitan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |      |
| Central                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | FR 1 |
| Farmers and Mechanics 300                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ***  |
| Second                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 9000 |
| Citizens 223                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ***  |
| Columbia                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ***  |
| Capitali,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ***  |
| American National Bank 139 %                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 145  |
| Traders' 150                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ***  |
| Lincoln                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | No.  |
| Riggs 565                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 600  |
| INSURANCE STOCKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |      |
| Firemen 24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 30   |
| Franklin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |
| Metropolitan 70                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 244  |
| Corcoran 73                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | ***  |
| Petomac 24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ***  |
| Arlington 29                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |      |
| German American: 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | **** |
| National Union 1%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |      |
| Columbia                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ii   |
| Rigge 7%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 83   |
| People's                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |      |
| Commercial 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 5400 |
| Commercial and an annual an annual and an annual an annu | ***  |

| Columbia 1;                  | 11    |
|------------------------------|-------|
| Riggs 7%                     | . 83  |
| People's 6<br>Commercial 4   | 540   |
| Commercial 4                 | ***   |
| TITLE INSURANCE STOCKS.      |       |
| Real Estate Title            | 90    |
| Columbia Title 3%            |       |
| Washington Title 3           | 4     |
| TELEPHONE AND GRAPHOPHONE ST | OCKS. |
| Chesapeake and Potomac 31    |       |
| American Graphophone 3       | 4     |
| American Graphophone pfd     | 7.5   |
| GAS STOCKS.                  |       |
| Washington Gas 57%           | 673   |
| Washington Gas               | 50    |
| TYPE MACHINE STOCKS.         |       |
| Mergenthaler Linotype 173%   | 175 5 |
| Lanston Monotype 9           | 93    |
| MISCELLANEOUS STOCKS.        |       |
| Greene Con, Copper Co 14%    | 154   |
| Washington Market 13         |       |

## KERNAN'S NEXT WEEK.

T. W. Dinkins' Utopian buriesquers, a well known organization will be seen at the Lyceum Theater for the week beginning Monday, August 8, and the company for the presentation is made up from some clever people chosen from the vaudeville ranks, and the buriesques, two in number, will be staged with all new scenery. The costuming is said to be both costly and attractive. The olio will contain some excellent features, including Valmore and Horton, Madden and Jess. the Boston Comedy Four, Mildred Stoller, Fredo and Dare, and a number of spectacular features. Manager Dinkins has given his personal attention to the rehearsing of the entire program. He is the author of the burlesques and originator of the novelty acts introduced, chief is which is "The Gathering of the Nations," a marching number.

In the vicinity of military posts.

Many of those places are of the most the court, so the case was postponed until tomorrow morning.

Many of those places are of the most till tomorrow morning.

The funeral of the late John O'Neal took place from St. Mary's Catholic Church at 9 o'clock this morning. The Rev. Father Rowden, assistant pastor of the results.

Very likely they think it far better that men should be demoralized through the influence of these 700 disorderly places than that the Government should supervise the sale of liquor. The gain to most persons, however, is not so the court, court, celebrated the court, so the court, court the court, so company for the presentation is made in the vicinity of military posts.

## NEW YORK STOCK MARKET. NEWS AND GOSSIP

[Reported by W. B. Hibbs & Co., 1419 F Members New York Stock Exchange, Chicago Board of Trade, and Washington Stock WASHINGTON.

| 1    | Exchange.)                                                                                                       |        |        |      |
|------|------------------------------------------------------------------------------------------------------------------|--------|--------|------|
|      | Open. I                                                                                                          | High.  | Low. 2 | p.m  |
| 3    | Amal. Copper. 52% Amer. Locomotive. 21 Am. Car & Foundry .19 American Ice 74 Amer. Smelting. 57%                 | 5234   | 51%    | 513  |
|      | Amer. Locomotive 21                                                                                              | 21     | 20%    | 203  |
|      | Am. Car & Foundry 19                                                                                             | 19     | 18%    | 180  |
|      | American Ice 714                                                                                                 | 734    | 778    | 67   |
|      | Amer. Smelting 57%                                                                                               | 573/4  | 0778   | 0.13 |
| n    | Amer. Smelting, pfd., 991/2<br>American Sugar1291/4                                                              | 991/2  | 991/2  | 2007 |
| **   | American Sugar129%                                                                                               | 129 %  | 129%   | 1295 |
|      | A., I. & S. Fe 78%                                                                                               | 6679   | 1178   | 001  |
|      | B & O S. Fe, pid 36%                                                                                             | 20.74  | 20%    | 905  |
|      | A., T. & S. Fe. 78%<br>A. T. & S. Fe, pfd 96%<br>B. & O. 84%<br>Brooklyn Rapid Tr. 51%<br>Canadian Pacific. 125% | 5174   | 511/   | 515  |
|      | Canadian Pasting 1951/                                                                                           | 1951/  | 19514  | 1951 |
|      | Chesaneaka & Ohio 293                                                                                            | 223/   | 223/   | 223  |
| D    | Chie & Alton 40                                                                                                  | 4014   | 2074   | 207  |
| U    | Chesapeake & Ohlo. 23%<br>Chic. & Alton                                                                          | 1484   | 14     | 14   |
|      | Ch., Mil. & St. Paul. 147%                                                                                       | 14756  | 1465%  | 1463 |
|      | Col. Fuel & Iron 361/2                                                                                           | 2614   | 26     | 201  |
|      | Erie com                                                                                                         | 251/   | 2514   | 251  |
| ge   | Erie com                                                                                                         | 623/   | 6214   | 623  |
|      | General Electric 162%                                                                                            | 16234  | 1628/  | 162  |
|      | Illinois Central 1333/                                                                                           | 134    | 13314  | 124  |
|      | Louis & Nashville 116%                                                                                           | 11786  | 11616  | 117  |
|      | Manhat Elevated 1493                                                                                             | 150    | 14984  | 149  |
|      | Metro, Secs. Co 881/6                                                                                            | 89     | 8816   | 851  |
|      | Mero. St. Ry118%                                                                                                 | 119%   | 1181/2 | 119  |
| k    | Mo., Kn., & Tex 18                                                                                               | 18%    | 18     | 18   |
| NA.  | Mo., Kn. & Tex. pf 411/4                                                                                         | 4134   | 41     | -41  |
| ın   | Missouri Pacific 93                                                                                              | 93%    | 9234   | 53   |
| ut   | Mexican Central 91/2                                                                                             | 934    | 936    | 5    |
| of   | National Lead 201/4                                                                                              | 20%    | 2014   | 20   |
| d,   | N. Y. Central118%                                                                                                | 1188/  | 118%   | 118  |
| d    | N. Y., Ont. & West 31                                                                                            | 31%    | 30%    | - 31 |
| · CA | Norfolk & West 611/4<br>Pennsylvania R. R1201/8                                                                  | 61%    | 611/4  | 613  |
| is   | Pennsylvania R. R1201/8                                                                                          | 1201/4 | 119%   | 119  |
| of   | People's Gas of Chi100                                                                                           | 101    | 100    | 100  |

| Repub. Steel & Iron. 7½
| Rep. Steel & Iron. 94
| Rock Island, com. 223
| Rock Island, pf. 65½
| St. L. & San F. 2d pf. 64½
| S. Louis S. W. 14½
| S. Louis S. W. 15½
| Southern Pacific 59½
| Southern Railway 25%
| Southern Ry. pf. 90½
| Tenn. Coal & Iron. 45½
| Tenn. Coal & Iron. 45½
| Texas Pacific. 95%
| U. S. Steel 12%
| U. S. Steel pf. 61½
| U. S. Steel pf. 61½
| U. S. Steel 25 78%
| Wabash

### REPORTS OF BIG CROP SEND COTTON PRICES DOWN

NEW YORK, Aug. 4 .- Cotton opene The market started much steadier than change.

In the second hour the market deveioped some irregularity, and there appeared to be a disposition among traders to divide the speculation, avoiding the grangers temporarily because of the four points lower. Later there was the grangers temporarily because of the the grangers temporarily because of the theory registers to hear pressure, but expected, considering the early cables from Liverpool. Good support from the old bull crowd took care of the offerings

|            | Op     | Opening    |      | Noon   |  |
|------------|--------|------------|------|--------|--|
|            | Bid.   | Asked.     | Bid. | Asked. |  |
| March      | 9.55   | 9.58       | 9.56 | 9.58   |  |
| August     | 9.95   |            | 9.90 | 10.00  |  |
| September  | 9.65   | 9.68       | 9.70 | 9.72   |  |
| October    |        | 9.55       | 9.58 | 9.59   |  |
| November   |        |            | 9.47 | 9.49   |  |
| December   | 9.48   | 9.49       | 9.51 | 9,52   |  |
| Market of  | pened  | steady. 2  | to 4 | points |  |
| lower. Noo | n, bar | ely stead; | y    |        |  |

## CHICAGO GRAIN MARKET.

CHICAGO, Aug. 4.-The following

| prices were qu | oted    | on the | grain | mar-  |
|----------------|---------|--------|-------|-------|
| ket today:     |         |        |       |       |
| man a constant | Opening |        | Noon  |       |
|                |         | Asked. |       | sked. |
| May            | 95%     | ****   | 971/4 | ****  |
| September      | 93%     |        | 9558  | ****  |
| Corn-          |         |        |       |       |
| May            | 47%     | ****   | 475%  | 47%   |
| September      | 511/2   | ****   | 51%   |       |
| Oats-          |         | 3 '    |       |       |
| May            | 36%     | ****   |       | ***   |
| September      | 33%     | 33%    | 3334  | ****  |
| Pork-          |         |        |       |       |
| September      | ****    | ****   | 12.95 | 12.97 |
| Lard-          |         |        |       |       |
| September      | 6.87    | ****   | ****  | ****  |
| Ribs-          |         |        |       |       |
| Santambar      | 7 60    | 7.62   |       |       |

### REMAINED JUST AS UGLY. She is a woman's college sophom

nd was returning from a visit to New Haven and transferring by street car from the station in New York. She ok the only available seat in the car and just opposite two young men. Suddenly there entered a ladylike, plainly gowned girl. "Why don't you offer her

For the past two years George Odom, the leading jockey of America, has been under contract to Capt. S. S. Brown, the Pittsburg millionaire, who pays him an annual retainer of \$15,000. Then he sells what is known on the turf as "second call" to John Madden, for ar amount approaching half of the first contract price. When neither contract price. amount approaching half of the first contract price. When neither owner is starting a horse, Odom has the privilege of accepting outside mounts. From this source a rider of his skill accumulates as much money as he receive from regular contracts. In gifts and prizes in special races, he receives an additional amount. Odom cannot give the exact figures of his income this season until, at the end of the year, he has summed up his outside mounts and perquisites. Safely, he may count on \$230,000 as the figure which he may credit for one year of wearing the silks and for one year of wearing the silks and satins, and riding American racehorses who were arrested by Policeman Knight to splendid and sometimes urcxpected on suspicion of attempting to break in

# POOR SUBSTITUTE FOR CANTEEN. court, before Justice Caton, this morn-

The "Army and Navy Register" calls ing. Attorney L. H. Machen appeared attention to the fact that since 1901 more for the prisoners, but Commonweath's new and pleasing performance. The than 700 saloons have been established Attorney Brent could not be present at

GAMBLING MACHINE ARREST.

H. B. Gordon was arrested by Policeman Knight yesterday, charged with running a gambling machine at the cir-

OF STOCK MARKETS

Both the bonds and the preferred stock of the Washington Street Railway and Electric Company were again pushed to higher level today, although none of closing prices of the bonds yesterday were 79 bid and 79% asked, while the ively. Of the stock a quotation was sold at 62%, an advance of % over yesterday's bid, and two lots of ten shares The closing figures were

The only other active issue was Mergenthaler stock, of which 153 shares were sold at prices ranging from 17514 for a 100-share lot, to 175% paid for two 5share lots.

After call 100 shares of Lanston were sold at 9%, an advance of % over yesterday's bid.

The asking price for Columbia Reil.

Secretary Shaw received today a letter from a firm of New York custom brokers citing the fact that on February 27, 1904, the Secretary approved the new road 6's were secretary approved the secretary secretary approved the secret The asking price for Columbia Rail-road 6's was advanced from 119 to 121, although the bid was only 117, one point

Capital Traction stock also receded CONTAGIOUS CASES from yesterday's bid, today's being CONTAGIOUS CASES ing change was in the quotations for Bank of Washington stock, the bid be-ing advanced to 491, while the asking price was cut down to 512. No shares changed hands. Traders and Lincoln both advanced one point, but no sales were made. In the bank issues the most interest

Americans in London are somewhat above parity, the greatest gains being scored by Erle first preferred, which is up %, and Louisville and Nashville

Wormser today offered to bet \$1,000 to \$800 that the next dividend on Louisville and Nashville will be increased.

The Eric Railroad Company has de-clared the regular semi-annual dividend of 2 per cent on first preferred stock, payable September 7.

Howell has advanced refined sugar 5 points on barrels and 10 points on bags. American 10 points on barrels and bags and Arbuckle 5 points on everything, making fine granulated 5.05c net, less 1 per cent. The raw sugar market is stiffening and it is said that the selling price is not less than 41-16c for 96 test sugar duty paid. The sharp advance in European sugar markets yesterday was said to be due to the bad crop reports.

peared to be a disposition among traders to divide the speculation, avoiding the grangers temporarily because of the apprehension of damage to spring wheat and favoring all issues likely to benefit by the promised enormous output of the great staple of the South. Government bonds, unchanged. Other bonds strong. London did less than 10,000 shares in this market today. The activity of the stocks of railroads in the South and Southwest.

WASHINGTON STOCK MARKET

Sales—Washington Street Railway preferred—10,0024, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 10,0025, 1

well distributed throughout the list.

In preceding years it generally has been the custom of the Treasury Department at this time to increase its deposits. At the moment there is held by the national bank depositories nearly \$120,000,000 of Government money, which represents a large part of the Treasury's cash balance. The actual decrease in the amount of money held by the Treasury as assets of the Government in the month of July amounted to \$8,591.993, while money in general circulation increased in the month \$25,437,976, bringing the total amount outside of Treasury holdings to \$2,521,151,527, a gain of \$164,571,005, as compared with the same time a year ago. It is interesting to note that since January 1, 1879, money in the United States, exclusive of Government funds, has increased to the enormous extent of \$1,730,322,782.

## CRIPPLE AND FAT MAN RACE TO TOP OF THE MONUMENT

About two hundred excursionists from Easton, Md., visited the monument yes-terday and found to their disgust that owing to repairs in the engine room Several immediately started to walk

long ascent. Among the latter were our place?" said the first man, nudging has only one leg, and Frank Kennard,

### ROBES FOR PARKER CLUBS. NEW YORK, Aug. 4.-Tailors here

are displaying here what they consider the most destrable styles of uniform for the campaign marching clubs. For the Parker bands a long judicial gown is favored.

respective duties. They are capable of doing any kind of mechanical wor on any ship of the United States Nav and the Culgoa's records show much work is constantly demanded.—Leslie Weekly.

and enter a car of the Southern Rail

ALEXANDRIA NEWS NOTES

ALEXANDRIA, Va., Aug. 4.—The case ous grounds. He left collateral for his of Ernest Mills and James Richards, appearance in court this morning, but who were arrested by Policeman Knight on suspicion of attempting to break in was forfeited.

# PEDIGREE IN ARABIC STUMPS INSPECTORS

Decline to Accept It in Lieu of "Stud Book" in Passing Johnny Burdick Knocks Out Kid Griffo Stallion at Port of Entry.

From Porut, Syria, a fine Arabianhorses. These were the gift of the Sulfield, N. J., to be used for breeding pur ses, arrived in New York on July 25. The pure breed of the horse was ques the former changed hands, and of the latter only 70 shares were sold. The

stallion, w .ch, it was declared, was im-ported by C. W. McCutchen, of Plata- and David R. Francis, president of the and David R. Francis, president of the Louisiana Purchase Exposition, and were brought from the Mediterranean by James Langermann, the Sultan's

commissioner to the exposition.

These animals were also without books

# DADROS BROTHERS ARE ARRESTED IN BUFFALO

Years-Fifteen Die From Consumption.

The report of the Health Department

were 15 fatal cases of consumu olon, 9 deaths were due to disease of the kidneys, 5 deaths were due to malignant growths, and 4 to typhoid fever.

Last week there were 102 deaths in the District, of which 62 were whites a \*.d on negroes. The births numbered 145, of which 92

### WAS A REAL FARMER.

"Oh, yes," a man in the hotel lobby was overheard to say, "I'm a real farmer now. My farm only costs me about \$75 per month now, so you can see I'm heard to comment upon farm labor. "It's all right to talk about the poetry

"Yes." said the amateur farmer, "and the chiggers and the red bugs, and holes in the fence, and rats in the seed corn, and the potatoes sprouting. And if you are through plowing for a while and haven't anything better to do you can fix the wheelbarrow for recreation, or you can see that the pen is made hog-proof, or that the water trough doesn't leak too much. Then if everything elese fails and it's too rainy to do anything elese wou can get out a second-hand kit and fix the crupper on the harness, or nail strips of boiler plate on the feed box so that crib-eater of a plug won't have too many splinters in him when he dies. Oh, you can bet I'm too much of a farmer to look at the poetic side of it. I'm a realist farmer, that's what I am."—Dallas News.

Contracted Chronic Diarrhoea While in the Philippines.

"While with the U. S. Army in the Philippines I contracted chronic diarrhoea in the Philippines I contracted Chronic Diarrhoea While in the Philippines.

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"Sufficient Chronic Philippines I contracted Chronic Philippin

## FLOATING MACHINESHOP.

pour place?" said the first man, nudging his companion. "She is too ugiy." responded the other in a low voice, but the wind carried the remark to the sophomore and she looked up quickly to see if it had reached the other girl. Apparently it had not. That young person was clinging to a strap in total unconsciousness that she was a subject for unfavorable criticism.

At the next corner a festive malden, elaborately costumed, entered, and the next corner a festive malden, leaborately costumed, entered, and the his left the second man at something of a disadvantage. He also rose and proffer yellow the place to the girl who had first entered the car. She surveyed him coldly.

"Thank you, no," she said in a clear voice; "I am still just as ugly as I was a few minutes ago." And the Baltimore girl longed to embrace her and give the college yell at the top of her youthful lungs. Baltimore Sun.

A jockey's Salary.

For the past two years George Odom, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract to Capt. S. Brown, the leading jockey of America, has been under contract a flood of daylight through a haten 20x30 feet. This shop is well equipped with all kinds of machinery, including one open side planer, which is the largest machine tool afloat; one 48-inch open gap lathe, 20 feet long; two lathes with swing of 16 inches each; one large wall radial drill press; another drill and a milling machine; one 15-inch and one 2i-inch shaper; one 4-inch pipe machine, one large steam hammer; and three large forges for blacksmiths, boiler makers, and coppersmiths; one 18-inch buzz planer, and one 35-inch handsaw; one 10-foot wood-turning lathe and a trimmer. The four tools last named are used by the pattern maker. Each machine is driven by a separate motor, the power being furnished by two large dynamos. The Culgoa travels to all our navel fleets in Atlantic waters, making repairs and giving supplies to the various ships in need of patching, or provisions, or both. The mechanics in the repair shop are all skilled workmen, picked for their respective duties. They are capable of doing any kind of mechanical work on any ship of the United States Navy and the Culgoa's records show much work is constantly demanded.—Leslie's Weekly.

In the clerk's office of the Corporation

been admitted to probate. City Sergeant Cox was appointed administrator.

The Washington, Alexandria, and

Mount Vernon Electric Railway Com-

pany yesterday made its quarterly re-port, to Mayor Simpson of the amount

received by them for electricity furnish

etc. The report was as follows

ed to citizens for running fans, lighting,

ELECTRIC RAILWAY REPORT.

Typhoid Much Scarcer Than in Past Thought to Be Two of the Men Who Attacked Postmaster in Kittanning, Pa.

BUFFALO, Aug. 4.-Anton and Peter or the week ended last Saturday shows Dadros, brothers, seventeen and thirty hat during the period reported on con- seven years of age, respectively, wer tagious diseases were on the increase.

Especially was this true of diphther!a vania train in the Exchange Street and typhoid fever, although the figures
Station late yesterday by headquarters
detectives on complaint of John T. Harstill much fewer than those of last ris, chief of police of Johnstown, Pa., Typhold fever continues to increase. terious assailants of the postmaster at Kittanning.

Twenty-five new cases occurred and 14 were discharged, which leaves 92 cases now under treatment, as against 159 for the corresponding period of 1903.

Diphtheria was increased from 11 to 14, there having been 7 new cases reported and 4 discharged.

Scarlet fever records 1 less case on hand than at the close of last report, 18. Six new cases were reported and 7 wcre discharged.

Kittanning.

The postmaster was held up and robbed at the point of a revolver and slain.

His murderers were later pursued by bloodhounds, but escaped.

The men boarded a train in that town yesterday, and are said to answer the descriptions of the two men who are wanted in connection with the nurder of the Government official.

The men are said to have a large roll of money with them.

— istrator, truster— trar, and in all boxes for rea was the control of the scriptions of the two men who are wanted in connection with the nurder of the Government official.

The men are said to have a large roll of money with them.

## PRETTY BARN PARTY AT WEST MANCHESTER

A very pretty barn party was given in West Manchester, Mass., Monday night in honor of A. Walker, of Philadelphia, who has been a recent guest of friends in town. The affair was held in the in town. The affair was held in the stable connected with the Samuel Carregate, which the Warders have this season. More than forty of the employes at the summer residences in that section were present.

The dance was held in the carriage house, which was tastily decorated for the occasion in bunting, foliage and cut flowers, making a very pretty setting for the white dresses of the young ladles.

"It's all right to talk about the poetry of for the white dresses of the young ladies. Is poetry i want the prosiest sort of prose in mine. Is there any poetry in greasing harness? Do you find any rhyme and rhythm in milking a double-jointed, back-action cow twice a day? Well, I guess not."

"But there's the scenery," his companion interjected, "and the smell of grain—"

REPORT OF THE CONDITION The only vessel of her kind in the United States Navy, and one of the most peculiar ships in the world, recently arrived in New York harbor after June 30, 1904. RESOURCES.

ans and discounts..... Miscellaneous assets ... LIABILITIES.

District of Columbia, county of Washington, ss: ALPH. DE THIERRY, Cashler of the above-named company, do solemnly swear that the above statement is true to the best of my knowledge and belief. ALPH, DE THIERRY, Cashier.

ALPH. DE THIERRY, Cashier.
Subscribed and sworn to before me
this 2d day of August, 1904.
(Seal.) MARY A. WILSON,
Notary Public, D. C.
Correct—Attest:

test: N. A. JACKSON, ALPH. DE THIERRY, HOMER C. BURGESS, Directors.

FINANCIAL.

# INTERNATIONAL

# CORPORATION

Surplus and Profits. \$4,052,700.89 Court a copy of the will of the late Elvira S. Duckrell, of Dedham, Mass., has

1415 G Street N. W. THE RIGGS NATIONAL BANK

OF WASHINGTON, D. C. CAPITAL, \$1,000,000. SURPLUS \$1,000,000. EXCHANGE BOUGHT AND SOLD.

Cable transfers and drafts direct on principal Letters of Credit-Fereign and Domestia COLLECTIONS, INVESTMENTS, STUCKS AND BONDS.

# - LIVELY BOUT IS HELD ON QUIET IN GOTHAM

in Three Rounds at Fort Lee.

NEW YORK, Aug. 4.-Two hundred men took advantage of a quietly circulated tip and attended a prizefight with small gloves at Fort Lee last night. The principals were Johnny Burdick, of Har-lem, and Kid Griffo, of this city. They and the customs officials would not admit the animal under the iaw for free admission of thoroughbred animals intended for breeding purposes. The amount of duty required was paid under protest and the horse was sent to Plainfield.

The importers scoffed at the idea that the written Arabian pedigree was not as good or better than any modern invention, like a stud book.

Secretary Shaw received today a letter from a firm of New York custom brokers citing the fact that on February 27, 1904, the Secretary approved the admission, duty free, of four Arabian intended for summals were also without books of record, but, having come from the sum of the Sultan, their purity of the Sultan, their purity of the Sultan, their purity of the sum of the Sultan, their purity of the sum of the Sultan, their purity of the sum of the Sultan, their purity of the tournist at catch weights, but the end came in the third round, with Burdick the victor. The fight while it lasted was one of the brokers, acting for Mr. McCutchon, offer this as reason for similar action in his behalf.

The brokers have also forwarded a document, executed in Beirut, equivalent and his display of gameness was much adouted in Beirut, equivalent and his display of gameness was much at catch weights, but the end came in the third round, with Burdick the victor. The fight while it lasted was one of the b

night,

The combat took place in a well lighted and roomy hall. The betting favored Burdick because of his reputation and the fact that he was in better condition than his rival. In order not to have any dispute over the decision, two judges were selected. They were Ted Cohen and Paul Kelly. Florrie Barnett was the referee. Griffo was handled by Jimmy Frank, Abe Kuthner, and Tom Clancy. Burdick's seconds were Dan McKetrick, "Commodore Dutch," and Joe Sullivan, Straight Queensberry rules prevailed, the men to protect themselves at all times.

### FINANCIAL.

THE WASHINGTON LOAN AND TRUST COMPANY OFFICE, COR. 9TH AND F STS. PAID-UP CAPITAL, ONE MILLION.

Loans in any amount made on approve real estate or collateral at reasonable real estate or collateral at reasonable rates.

Interest paid upon deposits on monthly balances subject to check.

This company acts as executor, administrator, trustee, agent, treasurer, registrar, and in all other fiduciary capacities. Boxes for rent in burglar and fire-proof valuts for safe deposit and storage of valuable packages.

REAL ESTATE DEPARTMENT

THE NATIONAL SAFE DEPOSIT, SAVINGS AND TRUST COMPANY, CORNER 15th ST. AND NEW YORK AVA.

CAPITAL \$1,000,000. Pays interest on deposits. Rents Safes Inside Burglar-proof Vaulta. Acts ss Administrator, Executor, Trustee, etc.

# Aetna Banking & Trust Company

1222 F Street Northwas:

Foreign Exchange and Foreign and Domestic Money Orders. Savings Deposits, 4 per cent, compounded quarierly.

Time and Demand Certificates. Special Department for ladies. BANKING BY MAIL



HOME

SAVINGS BANK. NEW St. and Mass. Ave.

# W.B. HIBBS & CO.,

Bankers and Brokers,

1419 F Street. New York Stock Exchange Washington Stock Exchange Chicago Board of Trade

# You Can't Watch Your Valuables

Constantly, but WE CAN-it's part of our business. The Safe Deposit Boxes in our banking vaults afford perfect protection for valuable papers, jewels, &c. Rented \$5 year.

TNION TRUST &

Main Office, 1414 F St. N. W.

STORAGE CO.

## **Paying Property**

Your improved property ought to pay you. If it doesn't you ought to discover the reason. Good managoment has more to do with this question of profits than anything else. Ask any one of the large number of property owners whose interests we look after. They are satisfied. That is the test.

B. H. WARNER CO.,

EXCURSIONS.

At Last-Wharf, American Ice Co.'s

# "POKANOKET."

Owing to the storm Tuesday on the bay, it was impossible for the New Twin-Screw Propeller to make Wash-ington harbor in time to leave on her ington harbor in time to leave on her first trip Wednesday morning as advertised, but she is here AT LAST, and will inaugurate the season THURSDAY, AUG. 4, and EVERY DAY thereafter until further notice. Come and go with us. We are a little inconvenient to get at, but it was the best we could do, and the trip will repay you for your trouble to find us. REMEMBER—American Ice Company's Wharf.

FARE, 50c—GOOD UNTIL USED.

GALE SHERMAN Manager.

GALE SHERMAN, Manager.
Don't forget the date—AUGUST 4.
Saturday Evening, 5:30, Sunday, 8:39 a.m.
ONLY 50c ROUND TRIP. au4-tf

Friday, August 5. Crown Lodge, No. 45, I. O. O. F. CHESAPEAKE BEACH!

scenic railway, merry-go-round, dancing, fishing, crabbing, boating. Fine picnic HALEY'S BAND

Long boardwalk lined with amusements

50c ROUND TRIP 50c Schedule of trains under R.R. time table The Steamer Dumont

Leaves Beach daily at 2:30 for a fourhour cruise on the bay, stopping at Annapolis and other points on Eastern Shore. Take this delightful trip. Round trip, 50c.

## RIVERVIEW WASHINGTON'S FAMILY EXCURSION RESORT

Steamer Samuel J. Pentz Daily

ON THE Enjoy the Many Other Attractions. Personally Conducted Trips Every Personally Conducted Trips Every
SUNDAY, Wednesday, and Saturday
PLENTY TO AMUSE. NO DULL TIME.
MUSIC AND DANCING WEEK DAYS.
BAND CONCERTS SUNDAY.
SATURDAYS ALWAYS THE CHILDREN'S DAY.
Take Steamer SAM'L J. PENTZ from
wharf, foot of 7th st., week days, 10
a, m., 2:15 and 6:15 p. m.; Sunday, 11 a.
m., 2:45 and 6:15 p. m.
FARE (round trip), adults, 25c; children, 15c. Except on the Saturday
Family Day Trips, 10 a. m. and 2:15 p.
m., when the fare is 10c to all for the
round trip.

n., when the fare is loc to all for the ound trip.

NOTICE—River View has not been cold. Over \$50,000 to be expended in enarging electric lighting plant, up-to-late Carrousel, and other amusements before next season. Will be found ready to give pleasure in 1905. Charter books upen January 1. E. S. RANDALL.

# COLONIAL BEACH

Washington's Atlantic City. Steamers Daily, Except Monday, Tuesday, Wednesday, Thursday, Friday at 8:45 a. m.

Steamer T. V. Arrowsmita

Steamer Harry Randall at 5:45 p. m. Home Sunday about 10:30 p. m.

Special Sunday trips. Two Steamers No Crowding

Strs. Arrowsmith and Harry Randall at 8:45 a. m. 

MARSHALL HALL

Str. Charles Macalester leaves at 10 a, m, and 2:30 p. m., 6:30 p. m. Indian Head trips every Thursday and Friday at 5:30 p. m. Sundays, 11 a. m., 2:30 and FARE, ROUND TRIP.....25 Cents

AMUSEMENTS.

AFTERNOONS, 2:15. EVENINGS, 8:15. KERNAN'S MATINEE DAILY GRAND REOPENING

The Bon-Tons. Blazing, Glittering Mass of Female Loveliness. Next Week-THE UTOPIANS. GRAND CONCERT

Al Chevy Chase Lake SECTION U.S. MARINE BAND Every Evening Including Sunda/ DANCING EVERY EVENING

## Chris. Xander's

Except Sunday-Admission Free,

American Clarets. VIRGINIA—OUR OWN PRESS-ING—\$4, \$3, \$2.25, and \$1.75 doz. CALIFORNIA—CHOICEST— \$2.50, \$3, and \$4 doz. CRESTA BLANCA— \$5, \$7, and \$8 doz.

The Quality House, 909 7th st.-'Phone E 865.

FINANCIAL.



Money to Loan, 414 and 5 Per Cent. On real estate in District of Columbia. No delay in closing loans.

916 F Street N. W. HEISKELL & McLERAN, 1008 F ST.